

Agenda Report

January 9, 2012

TO: Honorable Mayor and City Council
FROM: Department of Public Works
SUBJECT: AUTHORIZATION TO ENTER INTO AN AGREEMENT FOR MAINTENANCE OF LANDSCAPE AREA WITHIN STATE HIGHWAY RIGHT-OF-WAY, FOR THE SOUTH ACCESS PEDESTRIAN CORRIDOR IMPROVEMENTS FROM COLORADO BOULEVARD TO THE SIERRA MADRE VILLA LIGHT RAIL STATION PROJECT

RECOMMENDATION:

It is recommended that the City Council authorize the City Manager to execute an Agreement for Maintenance of Landscape Area within State Highway Right-of-Way for the South Access Pedestrian Corridor Improvements from Colorado Boulevard to the Sierra Madre Villa Light Rail Station project.

BACKGROUND:

On December 13, 2010, the City Council approved the staff recommendation to amend the project description for the South Access Pedestrian Bridge to the Sierra Madre Villa Light Rail Station project in the FY 2011 Capital Improvement Program, to the South Access Pedestrian Corridor Improvements from Colorado Boulevard to the Sierra Madre Villa Light Rail Station.

The Department of Public Works has worked with the design consultant, Parsons, to revise project plans, specifications and estimates to incorporate the above changes. The improvements include widening the existing sidewalk, constructing streetscape and landscape enhancements, and installing a public art piece and new pedestrian lights. The project will provide direct access for pedestrians and bus riders approaching the station from south.

On September 29, 2011, the Department of Public Works provided a project update and preliminary information on the proposed public art piece at Councilmember Masuda's District 4 Meeting. With favorable input from the public, the design documents were substantially completed and submitted to both Caltrans and MTA to enable the City to obtain the required encroachment permits.

Caltrans requires the City to execute the subject Agreement for Maintenance of Landscape Area within State Highway Right-of-Way for the portion of the project between the 210 Freeway eastbound and westbound off ramps. The agreement states the City will prepare and submit to Caltrans the plans, specifications and cost estimate; obtain all necessary permits; pay for the construction of the project; and provide the future maintenance of the landscaping, irrigation, paving, and debris removal to the satisfaction of Caltrans.

It is anticipated that construction will begin in Fall 2012 and be completed in Spring 2013.

COUNCIL POLICY CONSIDERATION:

This project supports the City Council Strategic Goal to “Improve, maintain and enhance public facilities and infrastructure.” This project is consistent with the Mobility Element of the General Plan by helping to coordinate and link Pasadena’s transportation system with existing and planned regional systems, and participating in the planning of these systems.

ENVIRONMENTAL ANALYSIS:

The City’s Environmental Administrator determined that the project is categorically exempt under the California Environmental Quality Act (CEQA) Guidelines in Section 15301, Existing Facilities, of the California Code of Regulations Title 14, Chapter 3. This exemption includes minor alterations involving negligible expansion of use beyond that previously existing. The State has also determined that a Categorical Exclusion is appropriate, pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. An updated Notice of Exemption for the project will be filed with the Los Angeles County Clerk in January 2012.

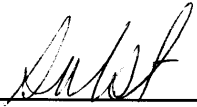
FISCAL IMPACT:

The cost of this action is less than \$1,000 a year, and the total estimated cost of the project is \$4,000,000. Funding for the project will be addressed by the utilization of the existing budgeted appropriations in the South Access Pedestrian Corridor Improvements from Colorado Boulevard to the Sierra Madre Villa Light Rail Station (Budget Account No. 75068) when the project is ready to be awarded to the lowest responsive bidder.

The following table presents a summary of the sources of funds that will be used.


Federal Bus and Bus Facilities Funding	\$1,600,000
Gold Line Surplus Funds	\$1,790,442
Proposition A (Transit)	\$609,558
Total Sources	\$4,000,000

Respectfully submitted,



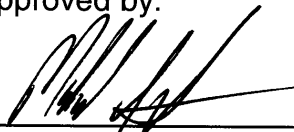
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